



## Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

*Emigrants recommended for rejection.*

Number of emigrants per steamship *Siberia* recommended November 20 for rejection: For Honolulu, 6; for San Francisco, 1.

**PANAMA.***Report from Colon—Vessels cleared for United States and insular ports.*

Acting Assistant Surgeon Mohr reports, December 5, as follows:

During the week ended December 3, 1904, the following vessels cleared for ports in the United States and were granted bills of health:

Norwegian steamship *Taunton* for New Orleans, November 27, via Limon, with 24 crew and 15 passengers.

U. S. S. *Sumner* for Pensacola, November 27, with 144 crew and 36 passengers.

British schooner *Atrato* for New York, via San Blas coast, November 28, with 8 crew and no passengers.

Italian steamship *Venezuela* for Ponce, via South American ports, November 29, with 86 crew and 38 passengers.

American steamship *Advance* for New York, November 30, with 62 crew and 33 passengers.

Norwegian steamship *Preston* for New Orleans, via Limon, December 1, with 30 crew and 3 passengers.

British steamship *Barbadian* for New Orleans, via Jamaica and Mexican ports, December 3, with 45 crew and 68 passengers.

**PERU.***Report from Callao—Plague—Fumigation of vessels bound for United States and Panama—Flour to be shipped as deck cargo—Precautions against rats in Peruvian flour mills.*

Assistant Surgeon Lloyd reports, November 14, as follows:

During the two weeks ended October 31 there were 3 new cases of plague in Lima and 3 in Callao. Outgoing quarantine and general measures against plague continue. Five vessels bound for the United States or Panama were fumigated, the personnel of these vessels inspected, the baggage of the passengers inspected and passed or disinfected. Twenty-one cases of plague and 9 deaths are reported by the consular agent at Eten. Cases of plague continue to occur in the vicinity of Pacasmayo. No cases are reported in other Peruvian ports. Three bills of health were issued by the consular agency at Mollendo and 6 by the agency at Eten during the two weeks. Dr. Manuel Pierola and Dr. Enrique Vigil, whose nominations as sanitary inspectors were submitted, have assumed these duties and are accompanying vessels between Callao and Payta, this latter being the last port of call before Guayaquil. I am indebted to the American consul, Callao, and to the director de Salubridad, Lima, for a part of the information contained in this report.

At the present writing I have under consideration a proposition to allow vessels to carry a limited amount of deck cargo (principally flour for Peruvian ports and vegetables) in order that it may escape